JULY 2003

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

National Value Engineering Award

Presented by the AASHTO Value Engineering Technical Committee

July 17, 2003

For Demonstrating Outstanding Innovative Value Engineering Achievements by Changing the Original Design Through the Use of New Technology, Out-of-the-Box Thinking, and Improved Operations, Safety, and/or Constructibility, Resulting in Increased Value of the Project

AASHTO Value Engineering Technical Committee

http://www.wsdot.wa.gov/eesc/design/aashtove/

2003 Value Engineering Awards Luncheon. From left: Kurt Lieblong, Conference Chair; Mark Allen, WSDOT Eastern Region; Glenn Wagemann, WSDOT Eastern Region; Ken Smith, AASHTO Value Engineering Technical Committee Chair.

The **Washington State Department of Transportation** (WSDOT) was recognized for Value Engineering achievements at the 2003 AASHTO Value Engineering Conference held in Tampa, Florida.

The award for *Most Innovative Proposal During Process* was accepted by Mark Allen and Glenn Wagemann from WSDOT's Eastern Region for the **I-90 and Collector-Distributor System, US 395 North Spokane Corridor Value Engineering Study**.

The award recognized the efforts of the project team made up of WSDOT Design and Environmental personnel and a transportation consultant from CH2M Hill, and the Design Advisory Group (DAG) made up of members from City Traffic and Planning, Spokane County Engineering, WSDOT Traffic, Planning, and Environmental offices, Spokane Regional Transportation Council, Spokane Transit Authority, Spokane Community College, Community Colleges of Spokane, Federal Highway Administration (FHWA), East Central and Chief Garry neighborhoods, and Consolidated Freightways.

2003 AASHTO Value Engineering Award

Most Innovative Proposal During Process

I-90 and Collector-Distributor System US 395 North Spokane Corridor

Washington State Department of Transportation

JULY 2003

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

I-90 and Collector-Distributor System US 395 North Spokane Corridor

Project Description

The North Spokane Corridor (NSC) Project is located in the northeast quadrant of the City of Spokane, extending north into Spokane County. This 10.4 mile multimodal transportation facility connects directly to I-90 just west of the Thor/Freya Interchange, then progresses north to connect with US 395 near Wandermere. The NSC route forms a seamless connection for three highways of national significance; Interstate 90 (I-90) on the south, together with US 2 and US 395 on the North. The NSC will ultimately provide a 60 mile per hour, fully controlled access highway between I-90 and Wandermere. The total estimated cost for this project is approximately $1.4 billion. This value engineering study involved the connection of the North Spokane Corridor to I-90 and the redesign of a three-mile section of I-90.

Proposal Description

Due to the complexity of the project, the number of expertise groups involved (federal, state, city, county, businesses, neighborhoods, etc.), and the overall time commitment needed to process the multitude of design alternatives generated, a multi-tiered public involvement process was developed that resulted in an extended value engineering study (24 months) to help guide the region's efforts and stay connected with key stakeholders throughout the project development process.

Most Innovative Proposal

Use of New Technology: Design visualization was utilized, along with a scale model of the project, including contours.

Out-of-the-Box Thinking: A Design Advisory Group (DAG) was formed. This provided an innovative method of soliciting input from various expertise sources and stakeholders at key points over an extended period during the development of the conceptual design alternatives.

Degree Final Project Differs from Original Design: The final project includes new profiles for the collector-distributor and I-90, a revised crossing at Altamont, an additional eastbound I-90 to northbound NSC directional ramp, a new Liberty Park Interchange design with revised collector-distributor off-ramp location, and utilization of existing interchange ramp structures to reduce interchange cost.

Improved Operations, Safety, and/or Constructibility: The increased level of service improved safety along I-90, reduced construction time for interchange ramps, and increased pedestrian safety.

Increased Value of the Project: Increased public acceptance of the project because of the opportunity provided for design input throughout the extended value engineering study process.